AMENDMENTS TO THE SPECIFICATION

Please replace the second full paragraph on page 1 of the specification with the following amended paragraph:

In recent years, in a vehicle driven by a motor such as an electric car, an in-wheel motor system which incorporates a motor composed of a knuckle as a frame dress-up part and a drive motor in wheels ~~is being~~ has been employed due to its high space efficiency and drive force transmission efficiency (for example, Patent No. 2676025, JP-A 9-506236 and JP-A 10-305735) (the term "JP-A" as used herein means an "unexamined published Japanese patent application").

Please replace the paragraph bridging pages 1 and 2 of the specification with the following amended paragraph:

However, since the motor is fixed to a knuckle which is a frame dress-up part of the vehicle in the above in-wheel motor system of the prior art, when an in-wheel motor is used in the steering wheel, the motor turns in a steering direction together with the wheel at the time of steering. That is, as the inertia moment on the steering axis of the steering wheel provided with the in-wheel motor increases due to the mass of the motor, not only does the steering torque becomes large but also the resonance in the steering direction easily occurs.

Please replace the first full paragraph on page 2 of the specification with the following amended paragraph:

In a vehicle having a suspension mechanism such as a spring ~~around its legs~~, it is known that as the mass of unsprung parts such as a wheel, knuckle and suspension arm so called "unsprung mass" increases, variations in the ground contact force of a tire become larger and the road holding properties become worse when the vehicle runs on a rough road. In the in-wheel

motor of the prior art, as the motor is fixed to the knuckle as described above, the above unsprung mass increases by the mass of the motor with the result that variations in the ground contact force of the tire become larger and the road holding properties become worse.